



JOBS-HOUSING SELECTED BIBLIOGRAPHY

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Prepared by:
***California Department of Housing and
Community Development***
Housing Policy Division

*Cathy E. Creswell, Deputy Director
Linda M. Wheaton, Assistant Deputy Director*

Compiled by:
Maggie Kauffman, MLIS

**Department of Housing and Community Development
State of California**



Arnold Schwarzenegger, Governor
Sunne Wright McPeak, Secretary,
Business, Transportation and Housing
Lucetta Dunn, Director, HCD



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AFFORDABLE HOUSING AND TRANSPORTATION: Creating new linkages benefiting low-income families / Canby, Anne -- Washington, DC: Fannie Mae Foundation, 2003

Report also available full text via the World Wide Web:

http://www.fanniemaefoundation.org/programs/hff/pdf/HFF_v5i2.pdf

Housing Facts & Findings - Vol. 5, no. 2 (2003)

"After housing, transportation is now the second biggest expense for America's families. New research indicates that the need to own one or more cars is placing homeownership out of reach for many low-income families, effectively restricting access to the single most effective tool for increasing family wealth." - (p. 1).

AFTER THE BUBBLE: Sustaining economic prosperity / Bay Area Council -- San Francisco, CA: Bay Area Council, 2002

(Bay Area Economic Profile: January 2002: Third in a Series)

Co-published by: Bay Area Economic Forum and Association of Bay Area Governments
Includes: Appendix A: Economic Performance and Quality of Life Data -- Appendix B: Performance by Industry Cluster

Full report available full text via the World Wide Web:

http://www.bayareacouncil.org/atf/cf/{2F567EB5-67C0-4CDA-9DD3-EC4A129D3322}/BAEF_Report_Final.pdf

"Despite the very good news about the region's competitive advantage, there is also concern about the high cost of doing business in the region," said Executive Director of the Association of Bay Area Governments, Eugene Leong. "Working together, for example, the region simply must build a lot more housing closer to where the jobs are, and produce housing which is considerably more affordable than it is today. If we don't, transportation congestion will worsen and environmental and energy problems will continue. The choice is ours."

AN ANALYSIS OF RELATIONSHIPS BETWEEN URBAN FORM (DENSITY, MIX, AND JOBS - HOUSING BALANCE) AND TRAVEL BEHAVIOR (MODE CHOICE, TRIP GENERATION, TRIP LENGTH, AND TRAVEL TIME) / Frank, Lawrence D -- [Olympia, WA]: Washington State Dept. of Transportation; Distribution through the National Technical Information Service (NTIS) 1994

Final Technical Report - Urban form aspects of travel behavior.

May purchase NTIS Technical Report via the World Wide Web:

<http://www.ntis.gov/search/index.asp?loc=3-0-0>

Abstract: This project is part of a research agenda to discover ways to plan and implement urban forms that reduce dependence on the single occupancy vehicle (SOV). The purpose of this project was to empirically test the relationship between land use density, mix, jobs-housing balance, and travel behavior at the census tract level for two trip purposes: work and shopping. This project provides input into policies at the national, state, and local level targeted at the reduction of SOV travel and for urban form policies.

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BARRIERS TO WORK: The spatial divide between jobs and welfare recipients in the metropolitan area / Pugh, Margaret -- Washington, DC: Brookings Institution, 1998
"Prepared for the Brookings Institution Center on Urban and Metropolitan Policy"

Also available full text via the World Wide Web:

<http://www.brook.edu/es/urban/mismatch.pdf>

Summary: The time limits and work requirements of the 1996 welfare reform law present a great challenge to large U.S. metropolitan areas, where hundreds of thousands of low-income people must find entry-level jobs. The welfare-to-work effort underway in American cities uncovers a phenomenon that many scholars already knew: there is a 'spatial mismatch' between where workers live and where jobs are located, and low-income workers often have no easy way to travel between home & work - (p. 1).

BAY AREA HOUSING PROFILE: 1999-2003 / Bay Area Council – 2nd edition – San Francisco, CA: Bay Area Council, 2004

Also available full text via the World Wide Web:

<http://www.bayareacouncil.org/site/apps/s/content.asp?c=dkLRK7MMIqG&b=240390&ct=323193>

The purpose of the Bay Area Housing Profile is to encourage local governments to plan for and accommodate a sufficient housing supply to match projected population increases and job generation. A report card with grades from A - F on the housing production performance of each jurisdiction is designed to shine a light on the problem for the media and regional and state policy-makers. The report card systematically and objectively analyzes the performance of each jurisdiction against their assigned and logical Fair Share responsibilities, and housing needed for job generation.

THE BEGINNING OF THE END OF SPRAWL? / Hughes, James W.; Seneca, Joseph J. -- Brunswick, NJ: Edward J. Bloustein School of Planning and Public Policy, 2004
(Rutgers Regional Report; Issue paper no. 21)

Also available full text via the World Wide Web:

<http://policy.rutgers.edu/sprawl.pdf>

Fundamental changes in the American economy occurred in the second half of the 1990s. The Internet emerged as a growth locomotive, productivity soared, and a new knowledge-based economy reshaped and dominated the economic fabric of both the nation and the Tri-State Region. What has not been fully documented, however, is the apparent shift in regional dynamics that became increasingly visible as the 1990s matured.

BENEFITS OF CRA / LA SOCIAL EQUITY POLICIES / Burns, Patrick; Flaming, Daniel; Haydamack, Brent -- Los Angeles, CA: The Economic Roundtable, 2004

Also available full text via the World Wide Web:

<http://www.economicrt.org/download/form.html>

Report prepared for: Community Redevelopment Agency of the City of Los Angeles
Executive summary: The mission of the Community Redevelopment Agency of Los Angeles (CRA/LA) is "building communities with jobs and housing." To implement this mission CRA/LA invests directly in its adopted redevelopment project areas, and other areas designated by the city, to improve the physical and economic environment, and thereby the lives of residents and workers, and to create a climate that attracts and sustains private investment.

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BEST PERFORMING CITIES: Where America's jobs are created and sustained /

DeVol, Ross C.; Wallace, Lorna -- Santa Monica, CA: Milken Institute, 2004

Co-published by: with Armen Bedroussian and Junghoon Ki

Also available full text via the World Wide Web:

http://www.milkeninstitute.org/pdf/best_performing_cities_2004.pdf

The top 20 Best Performing Cities among the largest 200 metropolitan areas in the United States reflect an assorted group of communities. A common key attribute among this year's listing is strength in services. A robust recovery in tourism is driving metro job growth in leisure and hospitality services. Growing populations and low U.S. interest rates support employment gains in home construction and related consumer industries; the growing populations of retirees are a catalyst for health care services.

BEYOND GRIDLOCK: Meeting California's transportation needs in the twenty first century /

Corless, James; Sprowls, Sharon -- San Francisco, CA: Surface

Transportation Policy Project (STPP), 2000

Also available full text via STPP/California Website:

<http://www.transact.org/ca/>

Introduction: Infrastructure investments in general, and transportation funding in particular, are increasingly seen as some of the most pressing policy issues affecting all levels of government in California today. The state has long been home to some of the fastest growing regions in the United States, and now is facing a near doubling of the population - from 34 million to 58 million by 2040. In the face of such an overwhelming increase in the number of California residents, there has understandably been strong interest in exactly how the state can provide both the physical infrastructure and the social services to keep pace. - (p. 4).

BRINGING HOUSING INTO BALANCE: East Bay Jobs/Housing Report /

Economic Development Alliance for Business -- Final report -- [Alameda, CA]: EDAB, 2001

Also available full text via EDAB Website -- reports & publications:

<http://www.edab.org/>

By any measure, the availability of housing has become a crisis throughout Alameda and Contra Costa Counties. Home ownership is out of reach for families of the median income. Vacancy rates among rental housing are as low as 2% in parts of the region. The 2000 Census data shows increases in the number of households in neighborhoods where there have been no appreciable increases in housing units.

THE CHANGING COMMUTE: A case study of the jobs-housing relationship over time /

Wachs, Martin; Taylor, Brian D. -- CARFAX Publishing: London, UK, 1993

May be purchased via the World Wide Web:

<http://www.tandf.co.uk/journals/carfax/00420980.html>

Urban Studies - Vol. 30, no. 10 (December 1993) p. 1711-1730

Summary: Commuting patterns between home and work were studied among 30,000 employees of Kaiser Permanente, a major health care provider in Southern California. The study tracked the differences between home and work location among employees over 6 years by analyzing employee records and responses to a survey of over 1,500 of the workers. It was found that work trip lengths had in general no growth over the 6 year period.

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CITIES, REGIONS AND THE DECLINE OF TRANSPORT COSTS / Glaeser, Edward L; Kohlhase, Janet E. -- Cambridge, MA: Harvard University - Harvard Institute of Economic Research (HIER), 2003

(Harvard Institute of Economic Research Discussion paper no. 2014)

Available full text via the World Wide Web:

<http://post.economics.harvard.edu/hier/2003papers/HIER2014.pdf>

Abstract: The theoretical framework of urban and regional economies is built on transportation costs for manufactured goods. But over the twentieth century, the costs of moving these goods have declined by over 90% in real terms, and there is little reason to doubt that this decline will continue. Moreover, technological change has eliminated the importance of fixed infrastructure transport (rail and water) that played a critical role in creating natural urban centres. In this article, we document this decline and explore several simple implications of a world where it is essentially free to move goods, but expensive to move people. We find empirical support for these implications.

COMMUNITY BUILDING, COMMUNITY BRIDGING: Linking neighborhood improvement initiatives and the new regionalism in the San Francisco Bay Area /

Pastor, Manuel Jr., [et al.] -- Santa Cruz, CA: U.C. Santa Cruz Center for Justice, Tolerance, and Community, 2004

(CJTC Working Paper Series)

Co-authored by: Chris Benner, Rachel Rosner, Martha Matsuoka, & Julie Jacobs

Also available full text via the World Wide Web:

http://cjtc.ucsc.edu/docs/r_Community_Building_Community_Bridging.pdf

In recent years, the field of community development has undergone dramatic change. Comprehensive community initiatives have emerged that attempt to work across policy silos and integrate strategies in the realms of housing, employment, and health. Community organizing has resurfaced as a core element of neighborhood improvement, helping to strengthen social fabric and create new types of partnerships for underserved urban areas.

COMMUTING IN TRANSIT VERSUS AUTOMOBILE NEIGHBORHOODS / Cervero, Robert; Gorham, Roger -- Chicago, IL: American Planning Association, 1995

Available for purchase at the World Wide Web:

<http://www.planning.org/japa/index.htm>

Journal of the American Planning Association – V. 61, no. 2, Spring 1995 (p. 210-225)

A comparison is made of the commuting characteristics of transit-oriented and auto-oriented suburban neighborhoods in the San Francisco Bay Area and in Southern California. Transit neighborhoods averaged higher densities and had more gridded street patterns compared to their nearby counterparts with auto-oriented physical designs. Neighborhoods were matched in terms of median incomes and, to the extent possible, transit service levels, to control for...

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COMPARISON OF RENTS AT TRANSIT-BASED HOUSING PROJECTS IN NORTHERN CALIFORNIA

/ Bernick, Michael; Cervero, Robert; Menotti, Val -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1994

(U.C. Berkeley Institute of Urban and Regional Development Working paper; no. 624)

Available for purchase via the World Wide Web:

http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm

Increasingly, transit-based housing is finding favor among planners, transit officials, and even local politicians in California (Bernick, 1993). But do many Californians want to live near rail transit stations? If major residential projects are built near transit stations, will developers be able to charge rents equal or above those of similar projects of similar projects not near transit? The purpose of this report is to begin to probe such questions.

THE CONTINUING DECENTRALIZATION OF PEOPLE AND JOBS IN THE UNITED STATES

/ Lusk Center for Real Estate -- Los Angeles, CA: USC - School of Policy, Planning, and Development, 2002

Real Estate Research Brief (Winter 2002)

Also available full text via the World Wide Web:

http://www.usc.edu/schools/sppd/lusk/research/briefs/pdf/gordon_2002.pdf

The census of 2000 reported that since 1990 the U.S. population had grown by slightly more than 13 percent. Most of the nation's cities did not grow by this much, while most of their suburbs grew by as much or more. Of the largest 50 cities, only 13 exceeded national population growth (of the top 20, only four did). Predictably all of these were in the Sunbelt states. The census occurs every ten years and simply provides snapshots. This report offers a fuller picture of how population and employment in the 3,132 counties of the U.S. are decentralizing.

COURTS UPHOLD PROJECT DESCRIPTION, HOUSING ANALYSIS IN SEPARATE EIRS

/ Shigley, Paul -- Ventura, CA: California Planning and Development Report, 2004
CP&DR - Vol. 19, no. 8, (August 2004) p. 8-9

Article may be purchased via the World Wide Web:

<http://www.cp-dr.com/binn/main.taf?function=archives>

Two recent appellate court rulings appear to have clarified aspects of the California Environmental Quality Act and may have even broken new legal ground. One case involved the project description in an environmental impact report and in public notices. The court held that the identity of the proposed project's end user did not have to be disclosed. The other case contained a lengthy discussion about how to address a proposed project's impact on a community's jobs- housing ratio.

DISTINGUISHING CITY AND SUBURBAN MOVERS: Evidence from the American Housing Survey

/ Sanchez, Thomas W.; Dawkins, Casey J. -- Washington, DC: Fannie Mae Foundation, 2001

Available full text via the World Wide Web:

http://www.fanniemae.foundation.org/programs/hpd/pdf/HPD_1203_sanchez.pdf

Housing Policy Debate - Vol. 12, no. 3 (Fall 2001)

As many metropolitan areas continue to sprawl, it is of interest to understand the location choices of people who move within urban areas. This study explores similarities and differences among movers to central cities and suburban locations. It looks at reasons for relocating, demographic differences, and other factors.

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DEVELOPING WORKFORCE HOUSING IN LOS ANGELES: A deep primed market for on-going success / Livable Places -- Los Angeles, CA: Livable Places, 2004

Also available full text via the World Wide Web:

<http://www.livableplaces.org/policy/pdf/developing-workforce.pdf>

Livable Places is developing communities featuring new "workforce" housing that is moderately priced and addresses the demand for new homes generated by households with annual incomes ranging between \$35,000 and \$75,000 — which account for about one-third of all households in Los Angeles. These new communities, centrally located near transportation and employment centers, are well-positioned to meet the growing need for ownership housing.

DOWNTURN AND RECOVERY: RESTORING PROSPERITY / Bay Area Council -- [San Francisco, CA]: Bay Area Council, 2004

Co-published by: Bay Area Economic Forum and Association of Bay Area Governments
Full report available full text via the World Wide Web:

http://www.bayeconfor.org/pdf/BAEP_January04web.pdf

[This report] assesses the Bay Area's economy as it is emerging from its recent downturn, including both its sources of enduring strength and fundamental challenges and concerns regarding its future...The region's economy benefits from extraordinarily high levels of productivity, giving it a strong base for future growth and an important competitive edge over competing metropolitan areas...The vision, which emerged from a two-year public engagement process, provides for sufficient housing within the region to accommodate jobs growth over the next twenty years, in a manner that would optimize transportation infrastructure.

ECONOMIC DEVELOPMENT AND THE KNOWLEDGE ECONOMY IN CALIFORNIA'S INLAND EMPIRE: Progress or stagnation? / Tornatzky, Louis; Barreto, Matt A / Tomas Rivera Policy Institute -- Los Angeles, CA: USC School of Policy, Planning & Development, 2004

Also available full text via the World Wide Web:

<http://www.trpi.org/PDFs/IE.pdf>

The Inland Empire Region of Southern California is the fastest growing area in the state according to the 2000 Census. Between 1990 and 2000, Riverside and San Bernardino Counties added 700,000 to their population totals, an increase of 26 percent. While more and more people were moving to the region, economic reports have indicated that they were not always working in the region. While it is not clear whether this is a result of the low level of high-skill, high-wage job opportunities in the region, it is nonetheless an important fact of economic life.

EFFICIENT URBANIZATION: Economic performance and the shape of the metropolis / Cervero, Robert. -- Cambridge, MA: Lincoln Institute of Land Policy, 2000 (Lincoln Institute of Land Policy Working paper; WP00RC1)

Also available for purchase via the World Wide Web:

<http://www.lincolninst.edu/pubs/pub-detail.asp?id=88>

The influences of urban form and transportation infrastructure on economic performance show up in several contemporary policy debates, notably "sprawl versus compact city" and in the developing world, the future of mega-cities. This paper probes these relationships using two scales of analysis.

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EMPLOYMENT ACCESS, RESIDENTIAL LOCATION AND HOMEOWNERSHIP /

Deng, Yongheng; Ross, Stephen L.; Wachter, Susan M -- Pittsburg, PA: Univ. of Pennsylvania - The Wharton School, Real Estate Center, [1999]

Available full text via the World Wide Web:

<http://knowledge.wharton.upenn.edu/PDFs/434.pdf>

Large racial differences in home ownership have been a source of considerable concern among policymakers because homeownership choice may influence wealth accumulation, labor market outcomes, and even children's educational outcomes. Racial differences in ownership rates may be affected by discrimination ... This spatial pattern of ownership may discourage prospective minority homeowners because central city neighborhoods may face greater equity risk or have negative attributes that limit the value of homeownership.

ENVIRONMENTAL JUSTICE IN TRANSPORTATION PLANNING AND

INVESTMENTS: Desk guide / ICF Consulting -- [Sacramento, CA]: CalTrans, 2003.

Report co-published by: Myra L. Frank & Associates.

"Prepared for California Department of Transportation, Division of Transportation Planning, Office of Policy Analysis & Research"

Includes glossary of transportation acronyms and terms and bibliography

Also available full text via the World Wide Web:

<http://www.dot.ca.gov/hq/tpp/offices/opar/EJDeskGuideJan03.pdf>

The quality and efficiency of transportation systems are important to a community's economic health. Transportation investments can provide access to jobs, create jobs directly, influence broader economic development, and affect property values. - (p. 3)

HOME OWNERSHIP AND UNEMPLOYMENT IN THE U.S. /

Green, Richard K; Hendershott, Patric H -- [Washington, DC]: National Multi Housing Council, 1999

Also available full text via the World Wide Web:

<http://www.nmhc.org/Content/ServeFile.cfm?FileID=165>

Funding for this study was supplied by the National Multi Housing Council.

Abstract: The National Multi-Housing Council, a leading advocate for rental housing in the United States, has presented the results of a study that finds a direct correlation between unemployment and homeownership.

HOUSING PRICES AND THE LOCATION CHOICE OF FIRMS /

Kroll, Cynthia A; Landis, John D -- Berkeley, CA: U.C. Berkeley - Institute of Business and Economic Research, 1991

(Univ. of California, Berkeley - IBER; Working paper no. 91-189)

Paper may be purchased via the World Wide Web:

<http://urbanpolicy.berkeley.edu/research.htm>

High housing prices are often cited by business leaders as a source of concern. High housing prices, it is alleged, will cause labor-cost sensitive firms to leave high-priced areas, and make it difficult to attract new firms. To test this hypothesis, a business location survey was undertaken of larger (50 or more employees) business establishments in a variety of growing metropolitan economies.

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IMPACTS OF URBAN FORM ON TRAVEL: A critical review / Crane, Randall --

Cambridge, MA: Lincoln Institute of Land Policy, 1999

(Lincoln Institute of Land Policy Working Paper)

Also available full text via the World Wide Web:

http://www.sactaqc.org/resources/literature/landuse/urban_form_travel.htm

Abstract: What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor.

INDEX OF SILICON VALLEY 2004: Measuring progress toward the goals of Silicon Valley 2010 / Joint Venture -- San Jose, CA: Silicon Valley Network, Inc., 2004

"Special Analysis: Where the Jobs Are: Our Region's Occupational Structure"

Also available full text via the World Wide Web:

<http://www.jointventure.org/PDF/2004index.pdf>

Employment is growing in the Health Services industry and the biomedical industry cluster is becoming more concentrated in Silicon Valley as its employment grows relative to the nation. Our region's productivity continues to grow. There are some benefits to our economic slowdown: our freeways are less congested and apartment rental rates are dropping. Our development patterns are producing less rather than more sprawl. The 2004 Index of Silicon Valley documents these and other significant changes, as well as the continuing challenges facing our region.

THE IMPORTANCE OF PLACE IN WELFARE REFORM: Common challenges for central cities and remote-rural areas / Fisher, Monica G.; Weber, Bruce A --

Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy, 2002

(Brookings Center, Research Brief; no. 1 - June 2002)

Also available full text via the World Wide Web:

<http://www.brookings.edu/dybdocroot/es/urban/publications/weberfull.pdf>

"Policymakers debating the reauthorization of the 1996 law could help states meet the common challenges facing welfare participants in cities and remote rural areas by: (a) preserving state flexibility in implementation to address the particular needs of urban and rural populations; (b) providing dedicated funding for transitional jobs programs that help long-term recipients acquire the basic skills to find and retain employment; (c) promoting better access to transportation options for low-income city and rural workers who are isolated from job opportunities" - (p. v).

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INCREASING TRANSIT RIDERSHIP: Lessons from the most successful transit systems in the 1990s / Taylor, Brian, [et al.] -- San Jose, CA: Mineta Transportation Institute, 2002

(MTI Report no. 01-22; June 2002)

Available full text (192 pages) via the World Wide Web:

<http://transweb.sjsu.edu/publications/transitridership2/TransitRidership%5F7%5F16.pdf>

Executive summary: This study examines trends in U.S. public transit ridership during the 1990s. Specifically, we focus on agencies that increased ridership during the latter half of the decade. While transit ridership increased by 13 percent nationwide between 1995 and 1999, not all systems experienced ridership growth equally. While some agencies increased ridership dramatically some did so only minimally and still others lost riders. What sets these agencies apart from one another? What explains the uneven growth in ridership?

THE INFLUENCE OF LAND USE ON TRAVEL BEHAVIOR: Specification and estimation strategies / Boarnet, Marlon G.; Crane, Randall -- [Miamisburg, OH]: Elsevier Ltd. [2001]

May be purchased via the World Wide Web:

<http://www.elseviersocialsciences.com/transport/>

Transportation Research Part A: Policy and Practice, Vol. 35, Issue 9 (Nov. 2001) p. 823-845

While the relationship between urban form and travel behavior is a key element of many current planning initiatives aimed at reducing car travel, the literature faces two major problems. First, this relationship is extremely complex. Second, several specification and estimation issues are poorly addressed in prior work, possibly generating biased results. We argue that many of the latter problems are overcome by systematically isolating the separable influences of urban design characteristics on travel and then properly analyzing individual-level data.

INTRAMETROPOLITAN LOCATIONAL PATTERNS OF PEOPLE AND JOBS: Which government interventions make a difference? / Bollinger, Christopher R.; Ihlanfeldt, Keith R -- Washington, DC: Lincoln Institute of Land Policy, 2000

Funding for report: Brookings Institution and Lincoln Institute of Land Policy

Also available full text via the World Wide Web:

http://www.fsu.edu/~localgov/papers/archive/Bollinger_001.PDF

"Another policy objective is to create more job opportunities for less-skilled workers living in economically depressed neighborhoods. Both capital and labor subsidies have been tried. Our results confirm the findings of previous studies that property tax abatements (a capital subsidy) is a poor method of job creation. On the other hand, job tax credits (a labor subsidy) are effective in attracting manufacturing jobs, especially in the long run after firms have fully adjusted to agglomeration economies." - (p. iv).

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JOB SPRAWL: Employment location in U.S. metropolitan areas / Glaeser, Edward L.; Kahn, Matthew; Chu, Chenchuan -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy, 2001

(Brookings Institution Survey Series; May 2001)

Available full text via the World Wide Web:

<http://www.brook.edu/es/urban/publications/glaeserjobsprawl.pdf>

"People traditionally have lived close to one another to lower the costs of moving themselves, their goods, and their ideas. At the start of the last century, urban Americans lived and worked in city centers. Living and working at high densities enabled people to travel using only their feet and allowed firms to move goods using rail and water. As late as 1950, the typical city still had a high density core where most people worked, but a majority of these workers actually lived in the suburbs and commuted by car. As the costs of transport have fallen, people have been able to live-- and, increasingly, work-- a little less close to one another. The high-density walking city of 1900 has been replaced by the medium driving city of 2000." - (p. 1).

JOB SPRAWL AND THE SPATIAL MISMATCH BETWEEN BLACKS AND JOBS /

Stoll, Michael A. -- Washington, DC: Brookings Institution, Metropolitan Policy Program, 2005

(Brookings Institution Survey Series; February 2005)

Also available full text via the World Wide Web:

http://www.brookings.org/dybdocroot/metro/pubs/20050214_jobsprawl.pdf

Scholars and policy makers concerned with racial inequality have long pointed to the racial segregation of African Americans as a key determinant of black poverty. The confinement of black households to geographically isolated inner-city neighborhoods has been linked to relatively poor employment outcomes, among other factors. The results strongly suggest that job sprawl exacerbates certain dimensions of racial inequality in America. By better linking job growth with existing residential patterns, policies to promote balanced metropolitan development could help narrow the spatial mismatch between blacks and jobs, and improve their employment outcomes over time.

JOBS-HOUSING BALANCE / Weitz, Jerry -- Chicago, IL: American Planning Association (APA), 2003

(APA Planning Advisory Service; PAS no. 516)

Also available for purchase at the World Wide Web:

<http://www.planning.org/pas/reports.htm>

Summary: Some have argued that the market is the mechanism that will achieve such balance. Weitz, in his research of four types of jobs-housing imbalance, concludes that, in fact, the market has failed to achieve balance in three of the four jobs-housing balance scenarios he lays out. He provides a number of case studies to support his findings, including one from King County, Washington, showing that increases in housing costs are more gradual in areas with a jobs-housing balance. This report counters the skeptics and points to those actions planners can take to help bring appropriate housing, jobs, and workforces together, resulting in overall community improvements.

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JOBS-HOUSING BALANCE: Community choices: quality growth toolkit / Atlanta Regional Commission (ARC) -- [Atlanta, GA]: ARC, [2002]

Guidebook includes bibliographical references.

Available full text via the World Wide Web:

http://www.atlreg.com/qualitygrowth/Planning/Toolkits/JOBS_HOUSING_BALANCE_TOOL.PDF

Trends show that people are driving more places at longer distances. Nationally, the number of vehicle trips between 1969 and 1990 increased more than three times as fast as the population, and average trip distance increased by 9 percent during the same period. Land use patterns – which have increased travel distances because of the separation of homes, jobs, and other destinations – accounted for approximately one-third of the increase in driving. – (p. 1).

THE JOBS-HOUSING BALANCE AND URBAN COMMUTING / Peng, Zhong-Ren -- London, UK: Carfax Publishing, 1997

May be purchased via the World Wide Web:

<http://www.tandf.co.uk/journals/carfax/00420980.html>

Urban Studies - Vol. 34, no. 8 (July 1997) p. 1215-1235

This paper applies geographical information system (GIS) techniques and piecewise, non-linear model-spline functions to analyse empirically the relationship between the jobs-housing ratio and urban commuting patterns in terms of vehicle miles travelled (VMT) and trip length. A dynamic buffering process in GIS is developed to measure the jobs-housing ratio within floating catchment areas of a 5-7 mile (8.05-11.27 km) radius as opposed to pre-defined and arbitrary jurisdictional boundaries.

JOBS / HOUSING BALANCE AS PUBLIC POLICY / Cervero, Robert -- Washington, DC: Urban Land Institute, 1991

May be purchased via the World Wide Web:

<http://www.uli.org>

Urban Land - Vol. 50, no. 10 (October 1991) p. 10-14

Many urbanized regions around the United States suffer a jobs/housing imbalance, a geographic mismatch in the location of jobs and housing that is forcing growing numbers of workers to commute long distances. Much of the blame lies in the shortage of affordable housing near new job centers. Perhaps nowhere is this more evident than in California. - (p. 10)

JOBS-HOUSING BALANCE REVISITED: Trends and impacts in the San Francisco Bay Area / Cervero, Robert -- [Chicago, IL]: American Planning Association, 1996

May be purchased via the World Wide Web:

<http://pqasb.pqarchiver.com/planning/search.html>

Journal of the American Planning Association – V. 62, no. 4 (Autumn 1996) p. 492-511

Abstract: Regions in California have recently set jobs-housing balance targets, to relieve traffic congestion and improve air quality. Critics of such targets charge that many factors prevent people from living near their workplaces, and that market forces, left unobstructed, work to produce balance – that is, people and firms co-locate to reduce imbalances. Article compares changes in the ratios of jobs to employed residents in 23 large San Francisco Bay Area cities during the 1980s.

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KEEPING UP WITH THE JONESES: Radial vs. multideestinational transit in decentralizing regions / Thompson, Gregory L.; Matoff, Thomas G. -- [Chicago, IL]: American Planning Association, 2003

Available for purchase via the World Wide Web:

<http://pqasb.pqarchiver.com/planning/search.html>

Journal of the American Planning Association – V. 69, no. 3 (Summer 2003) p. 296-312

Abstract: Increasingly dispersed travel patterns in contemporary American urban areas raise questions about appropriate policy for fixed-route public transit, particularly rail transit. Some argue that fixed transit routes should be radial, serving only regional central business districts and adjoining inner-city neighborhoods; others argue that fixed routes should be reconfigured as networks to serve many regional destinations. This article evaluates these two approaches with an examination.

L.A. COUNTY MOVING TOGETHER TO PROMOTE SMARTER GROWTH: Report on infill opportunities / Fregonese Calthorpe Associates -- Final draft -- [Los Angeles, CA]: Mobility 21 Smart Growth Partnership, 2004

Mobility 21 is a Coalition for Transportation Advocacy in Los Angeles County.

Also available full text via the World Wide Web:

http://www.mobility21coalition.com/smartgrowth/pdf/white_paper1.pdf

The supply of usable vacant land is dwindling. Cities and developers must look toward mixed-use development as a tool to sustain growth. New jobs and housing will need to be constructed in existing developed areas that are capable of supporting additional growth.

LINKING LAND USE AND TRANSPORTATION: Models for ISTEA and Clean Air Act Implementation - Resource Manual / Lincoln Institute of Land Policy -- Cambridge, MA: Lincoln Institute of Land Policy, 1993

Co-published by: The American Planning Association

Report includes bibliographical references.

Contents: Section I) ISTEA and The CAA Amendment -- Section II) Urban Growth Trends and Travel Behavior -- Section III) The Land Use - Transportation Link -- Section IV) Zoning Ordinances and Design Guidelines -- Section V) Transportation Demand Management -- Section VI) Making the Land Use, Transportation, and Air Quality Connection -- Section VII) Case Study: San Diego / Transit-Oriented Development Design Guidelines / prepared by Calthorpe Associates for the City of San Diego

Also: HE206.2 .L564 1993 – *U.C. Berkeley Environmental Design Library*

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LIVING ON THE TEETER-TOTTER: The balance between jobs & housing in King County / Washington Research Council -- Seattle, WA: Washington Research Council, 2000

Also available full text via the World Wide Web:

<http://www.researchcouncil.org/Reports/2000/JobsHousing1/KingCoJobsHousingBal.pdf>

Introduction: The Growth Management Act seeks to channel development to urban areas and reduce sprawl. Most development is to be confined within an urban growth boundary. To accomplish this, the Act increased the powers & obligations of urban counties to regulate land use.

THE LONG JOURNEY TO WORK: A Federal transportation policy for working families / Blumenberg, Evelyn; Waller, Margy -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy, 2003

(Brookings Institution Series on Transportation Reform; July 2003)

Also available full text via the World Wide Web:

http://www.brookings.edu/dybdocroot/es/urban/publications/20030801_Waller.pdf

"To work, low-income adults need to get to work. However, traveling to jobs is frequently easier said than done, particularly for those without access to fast, reliable transportation. In almost every city, automobiles remain the fastest and most reliable way to get around. Moreover, the continuing decentralization of population and employment has exacerbated the isolation of many low-income families who lack reliable auto access."

MAKING WORK: A new study suggests that state and local tax incentives for existing businesses don't create new jobs / Fulton, William -- [Washington, DC]:

Congressional Quarterly, Inc., 2003

Article available full text via the World Wide Web:

<http://www.governing.com/archive/2003/jun/econ.txt>

Governing - June 2003

"Gabe and Kraybill not only looked at the number of jobs actually created but also compared that with the number of jobs estimated at the time the business expansion was announced... in other words, the businesses taking state money announced much more ambitious plans to add workers but came in at about the same level as businesses that didn't take state money." - (p. [2]).

MARKET OPPORTUNITIES AND BARRIERS TO TRANSIT-BASED DEVELOPMENT IN CALIFORNIA / Bernick, Michael; Cervero, Robert; Gilbert, Jill -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1994

(U.C. Berkeley Institute of Urban and Regional Development working paper; no. 621)

Includes bibliographical references

Available for purchase via the World Wide Web:

http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm

This report investigates the market opportunities and barriers to transit-based development in California. A combination of field research, informant interviews, and literature surveys were used in identifying market opportunities and barriers. Particular attention has been placed on the opportunities for focusing housing development near rail stations, as well as the barriers that stand in the way. - (p. 1)

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MISSING THE BUS: How states fail to connect economic development with public transit / Khan, Mafruza; LeRoy, Greg -- [Washington, DC]: Good Jobs First, 2003

Also available full text via the World Wide Web:

<http://www.goodjobsfirst.org/pdf/bus.pdf>

Good Jobs First released a 50-state study which finds that not one single state coordinates its economic development spending with public transportation. It also finds that 46 states fail to even collect data on subsidized corporate relocations and therefore cannot determine if their economic development incentives are undermining job access for low-wage workers. "Our findings are deeply troubling," said Greg LeRoy, executive director of Good Jobs First. "They suggest that states are not really serious about making sure their economic development programs benefit all people, including low-wage workers who cannot afford a car. They also suggest a wasteful lack of coordination between state development and transportation agencies."

A MOBILE STRATEGY FOR IMPROVING OPPORTUNITY / Hughes, Mark Alan --

Washington, DC: Fannie Mae Foundation, 1995

Available full text at the World Wide Web:

http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd_0601_hughes.pdf

Housing Policy Debate - Vol. 6, no. 1 (p. 271-297)

The three main strategies for confronting inner-city poverty are dispersal, development, and mobility. These strategies are discussed and compared, with particular emphasis on the mobility approach. The article argues that the mobility approach - which connects poor inner-city residents to suburban employment opportunities without changing the location of households or firms - is the most promising near-term strategy for combating urban poverty.

MOVING UP VERSUS MOVING OUT: Neighborhood effects in housing mobility programs / de Souza Briggs, Xavier -- Washington, DC: Fannie Mae Foundation, 1997

Available full text at the World Wide Web:

http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd_0801_briggs.pdf

Housing Policy Debate - Vol. 8, no. 1 (p. 195-234)

Abstract: This article suggests ways to better design, conduct, and interpret evaluations of the effects of housing mobility programs on participants, with emphasis on how to isolate neighborhood effects. It reviews earlier critiques of neighborhood effects research and discusses the key assumptions of housing mobility programs about the benefits of affluent neighbors, the spatial organization of opportunity for the urban poor, and the meanings of "neighborhood" to residents, researchers, and policy makers.

NEIGHBOURHOOD COMPOSITION AND RESIDENTIAL PRICES: Does exclusion raise or lower values? / Cervero, Robert; Duncan, Michael -- London, UK: CARFAX Publishing, 2004

Urban Studies - Vol. 41, no. 2 (February 2004) p. 299-315

Conclusion: A logical inference from these findings is that building housing in areas with fairly diverse land uses and a good jobs-housing balance can indirectly improve the fiscal positions of local governments through the higher property tax proceeds that are generated from the resulting higher market (and assessed) values of residential parcels. To the degree that housing is built near rail transit stops, the property-tax benefits can be expected to be even greater. - (p. 312)

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THE NEW ECONOMY AND JOBS/HOUSING BALANCE IN SOUTHERN CALIFORNIA

/ Southern California Association of Governments -- Los Angeles, CA: SCAG, 2001

Introduction available full text via the World Wide Web:

<http://www.scag.ca.gov/Housing/pdfs/balancenomaps.pdf>

Affordable housing is in desperate demand in northern Orange County and southern Los Angeles County. High paying jobs are needed particularly in the Inland Empire and other outlying areas where higher incomes are needed for workers to purchase the housing that is being constructed. Using a variety of conventional and innovative new strategies, policy makers can begin to address problems associated with regional jobs/housing imbalance. – (p. 10)

PAYING FOR PROSPERITY: Impact fees and job growth / Nelson, Arthur C.; Moody, Mitch -- Washington, DC: Brookings Institution - Center on Urban & Metropolitan Policy, 2003.

Also available full text via the World Wide Web:

<http://www.brookings.edu/dybdocroot/es/urban/publications/nelsonimpactfees.pdf>

This report addresses the controversy around impact fees by reviewing the academic literature concerning the effect of impact fees on employment and the economy generally. In addition, the report presents a new analysis of the relationship between impact fees and job creations by assessing impact fee and economic data, assembled for the period 1993-1999, for the 67 counties of Florida. - (p. vi.)

PROJECTIONS - 2003: Forecasts for the San Francisco Bay Area to the year 2030 /

Association of Bay Area Governments -- Oakland, CA: ABAG, [2003]

Electronic database online version includes Census Tract forecasts for SF Bay Area.

Annual report includes: 1 CD-Rom disk - Requires Adobe Acrobat Reader

May be purchased via the World Wide Web:

<http://data.abag.ca.gov/p2003/summary.htm>

The Association of Bay Area Governments (ABAG) has been producing a series of long-run economic-demographic forecasts since 1973. That series, known as Projections has gone through a number of changes. Over time, the forecast has become fairly standardized and has been produced every two years. The document includes data for local areas and counties in five-year increments. This year, ABAG is producing a forecast that doesn't look very different (with the exception of the cover), but is based on some very different assumptions, especially policy assumptions.

PROJECTIONS – 2005: Forecasts for the San Francisco Bay Area to the year 2030

/ Association of Bay Area Governments (ABAG) -- Oakland, CA: ABAG, 2005

Plus 1 CD-Rom: Requires Adobe Acrobat Reader (December 2004)

May be purchased via the World Wide Web:

<http://www.abag.ca.gov/abag/overview/datacenter/databod.html>

Using smart growth principles 'Projections 2005' forecasts population, employment, income, and households for the San Francisco Bay Area. Forecast includes 2000, 2005, 2010, 2015, 2020, 2025, and 2030. Report compiles data for the region, nine counties, and over 100 cities. 'Projections 2005' provides insight into the region's economy as well as county labor force and age distributions.

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RAIL-ORIENTED OFFICE DEVELOPMENT IN CALIFORNIA: How successful? /

Cervero, Robert -- [Westport, CT]: Eno Foundation for Transportation, 1994

Article includes bibliographical references.

May be purchased via the World Wide Web:

http://www.enotrans.com/Publications/Transportation_Quarterly/transportation_quarterly.html

Transportation Quarterly - Vol. 48, no. 1 (Winter 1994) p. 33-44

Abstract: Examines public ridership impacts of large-scale office projects near stations of five rail transit in California. Key factors that influence the modal choices of station-area office workers; Effects of built environment such as density and land-use mixtures on rail modal splits; Mobility and environmental impacts of clustered housing development at transit stops.

THE REAL JOBS-HOUSING MISMATCH: Stagnating wages and rising housing costs are threatening the stability of the rental housing market / Belsky, Eric;

Calder, Allegra; Drew, Rachel -- Montclair, NJ: National Housing Institute (NHI), 2004

Shelterforce - Issue no. 136 (July / August 2004) p. 18-21

Also available via the World Wide Web:

<http://www.nhi.org/online/issues/136/mismatch.html>

"There is a fundamental disconnect between the rate at which the incomes of low-income households are growing and the rate at which rents are escalating. For millions of renters, there is little hope of escape from shouldering heavy housing cost burdens (near record levels), living in crowded conditions (at record levels) or renting severely inadequate housing – for the simple reason that the economy mints millions of low-wage full- and part-time jobs that provide incomes too meager to cover the cost of modest rental housing." - (p. 18)

REGIONS THAT WORK: How cities and suburbs can grow together / Pastor Jr., Manuel; Dreier, Peter; Grigsby, J. Eugene; & Lopez-Garza, Marta -- Minneapolis, MN: University of Minnesota Press, c2000

(Globalization and Community series; v. 6)

May be purchased via the World Wide Web:

http://www.upress.umn.edu/Books/P/pastor_regions.html

Abstract: Offering a new vision of community-based regionalism, this book arrives just as "smart growth" measures and other attempts to link cities and suburbs are beginning to make their mark on the political and analytical scene. The authors make a powerful case for emphasizing equity, arguing that metropolitan areas must reduce poverty in order to grow and that low-income individuals must make regional connections in order to escape poverty. A hard-hitting analysis of Los Angeles demonstrates that the roots of the unrest of 1992 lay in regional economic deterioration and that the recovery was slowed by insufficient attention to the poor.

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RETHINKING ACCESSIBILITY AND JOBS-HOUSING BALANCE / Levine, Jonathan -- [Chicago, IL]: American Planning Association, 1998

May be purchased via the World Wide Web:

<http://pqasb.pqarchiver.com/planning/search.html>

Journal of the American Planning Association - V. 64, no. 2 (Spring 1998) p. 133-149

Through estimation of a discrete choice model of residential location, this study argues that commute time remains a dominant determinant of residential location at the regional scale, and that provision of affordable housing near employment concentrations can influence residential location decisions for low-to-moderate-income, single-worker households. However, the significance of jobs-housing balance is not in reducing congestion; even when successful, such policies will have little impact...

RIGHT HOME IN THE RIGHT PLACE AT THE RIGHT PRICE: California's regional and Statewide challenges of housing availability, jobs-housing balance, and housing costs and some options to meet them / DeGiere, Gregory / California,

Senate Office of Research. -- Sacramento, CA: Senate Publications, 1999

(Senate Publications stock no.: 1001-S)

Available for purchase via the World Wide Web:

<http://www.sen.ca.gov/publications/subject/EMPLOY.txt>

Report on California's regional and statewide challenges of housing availability, jobs-housing balance and housing costs and some options to meet them. In this report, the Senate Office of Research, using data developed by the Senate Demographics Office, presents both original research and summaries of other recent studies detailing the nature and extent of the problems statewide and by region.

SHOWDOWN AT SHOWPLACE SQUARE: DOES SAN FRANCISCO HAVE ROOM FOR INDUSTRY? / Landau, Nathan -- New Haven, CT: The Next American City, Inc. 2005

Also available full text via the World Wide Web:

<http://americancity.org/article.php?id=115>

The Next American City - no. 8 (The Urban/Rural Edge) April 2005

Showplace Square doesn't look like the other neighborhoods of San Francisco. Rows of Victorian houses and newly built luxury lofts can be seen on a rise blocks away, but there are none here. There are also few tourists, though it's less than a mile from the baseball stadium. The high-rises of the Financial District are within sight, but there are no corporate towers.

THE SPATIAL MISMATCH HYPOTHESIS: A review of recent studies and their implications for welfare reform / Ihlanfeldt, Keith R.; Sjoquist, David L -- Washington, DC: Fannie Mae Foundation, 1998

Housing Policy Debate - Vol. 9, no. 4 (p. 849 - 892)

Also available full text via the World Wide Web:

http://www.fanniemaefoundation.org/programs/hpd/pdf/hpd_0904_ihlanfeldt.pdf

In 1992, Housing Policy Debate published John Kain's comprehensive review of the extensive scholarly literature on the spatial mismatch hypothesis. This hypothesis maintains that the suburbanization of jobs and involuntary housing market segregation have acted together to create a surplus of workers relative to the number of available jobs in sub-metropolitan areas where blacks are concentrated.

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A STATE OF DIVERSITY: Demographic trends in California's regions / Johnson, Hans P. -- San Francisco, CA: Public Policy Institute of California (PPIC), 2002
California Counts - Vol. 3, no. 5 (May 2002) p. 1-16

Also available full text at the World Wide Web:

http://www.ppic.org/content/pubs/CC_502HJCC.pdf

Paper uses recent data from the 2000 census to examine similarities and differences in demographic trends and patterns across the nine major regions of the state over the past ten years. Report looks in particular at the demographic sources of population growth, relationships between population and job and housing growth, changing racial and ethnic diversity, age structure, and variations in per capita income across regions.

STATE POLICY APPROACHES TO PROMOTE METROPOLITAN ECONOMIC STRATEGY / Weiss, Marc A. -- National Governors Association - Center for Best Practices, 2002

Available full text via the World Wide Web:

<http://www.nga.org/cda/files/1002STATEPOLICYAPPROACHES.pdf>

[This report] is intended to provide Governors and state policymakers with an overview of what can make regional metropolitan economies grow. While appropriate metropolitan economic strategy must be determined by the agreement of local stakeholders, this report focuses on two key elements of any successful policy: investing in fundamental assets and building dynamic industry networks (clusters). In addition, this report discusses specific policy recommendations for linking inner cities to the region's growth.

STILL STUCK IN TRAFFIC: Coping with peak-hour traffic congestion / Downs, Anthony -- Washington, DC: Brookings Institution Press, c2004
Revised edition of: *Stuck in Traffic* (1992)

May be purchased via the World Wide Web:

<http://www.brookings.edu/press/books/stillstuckintraffic.htm>

Congested roads waste commuters' time, cost them money, and degrades the environment. Most Americans agree that traffic congestion is the major problem in their communities—and it only seems to be getting worse. In this revised and expanded edition of his landmark work *Stuck in Traffic*, Anthony Downs examines the benefits and costs of various anti-congestion strategies. Drawing on a significant body of research by transportation experts and land-use planners, he counters environmentalists and road lobbyists alike by explaining why seemingly simple solutions, such as expanding public transit or expanding roads, have unintended consequences that cancel out their apparent advantages.

STUCK IN TRAFFIC: Coping with peak-hour traffic congestion / Downs, Anthony -- Cambridge, MA: Lincoln Institute of Land Policy, 1992
Book includes bibliographical references and index.

In this ... book, Anthony Downs looks at the causes of worsening traffic congestion, especially in suburban areas, and considers the possible remedies, while analyzing the specific advantages and disadvantages of every major strategy that has been proposed to reduce congestion.

Available: HE355.3.C64 D69 1992 - California State Library, Reference Center

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STRATEGIES FOR SOLUTIONS: Southern California Real Estate Summit resources and regulatory constraints to growth / Lusk Center for Real Estate -- Summit Report -- Los Angeles, CA: University of Southern California. 2001
Strategies for Solutions Summit (Los Angeles, September 13, 2001)

Also available full text via the World Wide Web:

<http://www.uli-la.org/publications/pdf/summit2001report.pdf>

The Summit presented smaller interactive workshops that addressed four key issues: entitlement reform, jobs/housing balance, water, and urban quality of life. This report is designed to share ideas and best practices from the Summit, to contribute to the thinking on growth issues in Southern California, to suggest solutions, and to provide the foundation for future collaboration on the issues.

STRENGTHENING OUR WORKFORCE AND OUR COMMUNITIES THROUGH HOUSING SOLUTIONS / Joint Center for Housing Studies of Harvard University (JCHS) -- Cambridge, MA: JCHS, 2005

Co-published by: Center for Workforce Preparation, U.S. Chamber of Commerce

Also available full text via the World Wide Web:

http://www.jchs.harvard.edu/publications/markets/wh05-1_workforce_housing_report.pdf

Chambers of commerce can play an important role in addressing workforce housing needs. Indeed, many of them are doing so --particularly in communities in which high housing costs add to the cost of doing business. The initiatives undertaken by such chambers could benefit from the involvement of housing professionals. For their part, housing professionals could usefully solicit the involvement of the local business community, broadening the base of support for workforce housing initiatives.

TRAFFIC AND SPRAWL: Evidence from U.S. commuting from 1985-1997 / Crane, Randall; Chatman, Daniel G -- Los Angeles, CA: University of Southern California, 2003
Planning & Markets - Vol. 6, Issue 1, September 2003

Also available full text via the World Wide Web:

<http://www-pam.usc.edu/volume6/v6i1a3s1.html>

The consequences of sprawl for travel behavior remain unclear. Theory suggests at least two possible commuting outcomes. As jobs decentralize and central employment areas congest, workers might shorten their commutes in time and distance by relocating to the suburbs. Or, the average commute could grow if residential choice is relatively inelastic with respect to job location, amenity explanations for residential and job location dominate, or as dual-worker households in polycentric labor markets become the norm. In brief, we find that the more suburbanized is employment -- that is, the more sprawl -- the shorter the average commute. There are strong differences by industry, however.

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TRAFFIC: WHY IT'S GETTING WORSE, WHAT GOVERNMENT CAN DO / Downs, Anthony -- Washington, DC: Brookings Institution, 2004
(Brookings Institution Policy Brief; no. 128)

Also available full text via the World Wide Web:

<http://www.brookings.edu/dybdocroot/comm/policybriefs/pb128.pdf>

Rising traffic congestion is an inescapable condition in large and growing metropolitan areas across the world from Los Angeles to Tokyo, from Cairo to San Paolo. Peak-hour traffic congestion is an inherent result of the way modern societies operate. It stems from the widespread desires of people to pursue certain goals that inevitably overload existing roads and transit systems every day. - (p. 1).

TRANSIT JOINT DEVELOPMENT IN THE UNITED STATES / Cervero, Robert; Hall, Peter; Landis, John -- Berkeley, CA: U.C. Berkeley, IURD - National Transit Access Center, 1992

(U.C. Berkeley - Institute of Urban and Regional Development; Monograph no. 42)

Available for purchase via the World Wide Web:

http://www-iurd.ced.berkeley.edu/monograph_titles.htm

This report reviews transit-linked development in over two dozen U.S. cities, the history of joint development, and the evolving role of the Federal Transit Administration... The study concludes with an assessment of the institutional and market conditions necessary for successful joint development and recommendations to FTA for promoting and facilitating local joint-development efforts. - (p. viii)

THE TRANSIT METROPOLIS: A global inquiry / Cervero, Robert -- Washington, DC: Island Press, 1998

To access book review by Stephen M. Wheeler:

<http://www-dcrp.ced.berkeley.edu/bpi/pdf/14-Wheeler-2.pdf>

Partial contents: Pt. 1) The Case for the Transit Metropolis / Ch. 1) Transit and the Metropolis: Finding Harmony -- Ch. 2) Transit and the Changing World -- Ch. 3) Public Policies and the Sustainable Transit Metropolis -- Pt. 2) Adaptive Cities: Creating a Transit-Oriented Built Form

Also: HE305 .C474 1998 -- U.C. Berkeley, *Environmental Design Library*

TRANSIT VILLAGES AND TRANSIT-BASED DEVELOPMENT: The rules are becoming more flexible : how government can work with the private sector to make it happen / Bernick, Michael S.; Freilich, Amy E. -- Chicago, IL: American Bar Association, [1998]

Urban Lawyer - V. 30, no. 1 (Winter 1998)

Reprints: <http://www1.law.umkc.edu/Urbanlawyer/reprint.htm>

"Joint public / private participation in transit-based development, including the 'transit village' concept -- the concept of building new communities at transit stations both in suburban and inner city areas -- has assumed new importance in recent years as developers, architects, and government transportation and city planners have recognized the positive economic, community, and ridership benefits which can be derived from development in close proximity to transit." - (p. 1)

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TRANSIT VILLAGES IN THE 21ST CENTURY / Bernick, Michael; Cervero, Robert – New York: McGraw-Hill, 1997

Book may be purchased via Transit Oriented Development Website:

<http://www.transitorienteddevelopment.org/pages/2/>

Partial contents: 1) Transit Villages and the Contemporary Metropolis – 2) America's Early Transit Villages – 3) Transit Villages and Public Policy – 4) The Built Environment and the Demand for Transit – 5) Transit-Oriented Development and Travel Choices: Lessons from the San Francisco Bay Area – 6) The Market for Transit Villages – 7) San Francisco Bay Area: Transit's New Urbanism – 8) Washington, D.C.: Post Edge City – 9) Southern California: Transit Villages in the Heartland of the Automobile

Also: HT167 .B48 1997 – U.C. Berkeley, *Environmental Design Library*

TRANSPORTATION ALTERNATIVES IN A CONGESTION PRICING ENVIRONMENT /

Cervero, Robert -- Berkeley, CA: U.C. Berkeley, Institute of Urban and Regional Development (IURD); National Transit Access Center, 1992

(U.C. Berkeley IURD - Working paper; no.583)

Report includes bibliographical references.

Available for purchase via the World Wide Web:

http://www-iurd.ced.berkeley.edu/workingpapers_1990-1995.htm

TRANSPORTATION AND JOBS [FACT SHEET] -- [Washington, DC]: Surface Transportation Policy Project (STPP), [2003]

"Fact sheet on Impact of Public Transportation Projects on Job Creation"

Also available via the World Wide Web:

<http://www.transact.org/library/factsheets/jobs.asp>

Introduction: Transportation policy has a strong, positive relationship with job creation and access. The transportation system should support job creation and grant all people access to good jobs. Unlike past transportation decisions that have focused on short-term solutions and have ignored large sections of the population, modern transportation investments must expand opportunities and improve quality of life.

TRANSPORTATION MANAGEMENT THROUGH PARTNERSHIPS / Dunphy, Robert T.; Lin, Ben C. -- Washington, DC: Urban Land Institute, 1990

Report includes bibliographical references and index

Contents include: Case studies of Baltimore-Washington and Northern / Southern California and summaries of trip reduction ordinances.

Also: HE206.2 .D86 1990 – U.C. Berkeley, *Environmental Design Library*

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TRAVEL BY DESIGN: The influence of urban form on travel / Boarnet, Marlon G.; Crane, Randall -- New York, NY: Oxford University Press, 2001

May be purchased via the World Wide Web:

<http://www.planning.org/bookservice/description.htm?BCODE=RTBD>

Can planners fix our nation's transportation ills through innovative urban design? Using case studies, the authors of this book examine the complex link between urban design and travel behavior. They argue that land-use and urban-design plans can in fact influence travel behavior and demonstrate how people choose neighborhoods according to their preferred mode of travel (i.e., walking, cycling, taking public transportation, or driving). Full of graphs and statistical data, this is a helpful reference for planners, developers, public officials, and others seeking fresh solutions to the gridlock that plagues our cities and towns.

TRYING TO BALANCE JOBS AND HOUSING / Fulton, William; Shigley, Paul --

[Sacramento, CA]: California Journal, 2000

California Journal - Vol. 31, no. 7 (p. 30-35)

Reports on the issue of balancing jobs and affordability of housing in Silicon Valley, CA. Concerns raised by housing advocates and leaders; details on the increase of commerce and employment without construction; focus on inadequate housing; discussion on the median family income in different areas.

UNDERCOUNTING COMMUTERS: Report to the U.S. Census Monitoring Board /

Ong, Paul; Ong, Elena SooHoo -- [Suitland, MD?]: U.S. Census Monitoring Board, [2001]

(U.S. Census Monitoring Board; Report no. 07)

Available full text at the World Wide Web:

<http://www.worldcatlibraries.org/wcpa/ow/5a9e4db01e409ff0a19afeb4da09e526.html>

In: Final Report to Congress of U.S. Census Monitoring Board:

http://govinfo.library.unt.edu/cmb/cmbp/reports/final_report/FinalReport.pdf

This report estimates the undercount of the number of commuters, and how the undercount varies by demographic, economic and geographic characteristics. The commute to work is key to the economy's productivity because it links Americans to the work site, transforming people from being a consumer at their place of residence to producers on the job. The commute to work has profound economic consequences. How workers get to their jobs plays a critical role in defining the extent of traffic congestion that wastes time and contributes to the level of air pollution that affects health. Persons without adequate access to private transportation can be isolated from employment opportunities.

URBAN SPRAWL IN WESTERN EUROPE AND THE UNITED STATES / Richardson, Harry W.; Bae, Chang-Hee Christine -- Burlington, VT: Ashgate, 2004

Monograph includes bibliographical references and index.

See: R. Crane and D. Chatman, "Job Sprawl and the Journey to Work in the USA"

May be purchased via the World Wide Web:

http://www.epinions.com/Urban_Sprawl_in_Western_Europe_and_the_United_States_by_Harry_Ward_Richardson_and_by_Chang_Hee_Christine_Bae/display~full_specs

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URBAN SUSTAINABILITY AS A FUNCTION OF COMPROMISES HOUSEHOLDS MAKE DECIDING WHERE AND HOW TO LIVE: Portland and Seattle compared /

Jarvis, Helen -- London, UK: CARFAX Publishing, Taylor and Francis Ltd., 2001

Local Environment, Vol. 6, no. 3, 239-256, 2001

Article may be purchased via World Wide Web:

<http://taylorandfrancis.metapress.com/app/home/main.asp?wasp=f016ypytxj5qn6xhdr02>

Planners and policy makers in the UK and the USA widely believe that negative attendants of growth, such as congestion, pollution and sprawl, can be stemmed by mixed-use 'urban village' design solutions. It is assumed that concentrating jobs, housing, shops and schools within compact communities reduces individual recourse to energy-consuming movement. This paper critically examines this assumption. It draws on detailed observation of dual-earner household decisions concerning where and how to live, focusing on the two west-coast U.S. cities of Portland and Seattle.

THE WAXING AND WANING OF REGIONAL ECONOMIES: The chicken-egg question of jobs versus people / Partridge, Mark D.; Rickman, Dan S. -- [London, UK]: Elsevier Publishing, 2002

To order reprints of Journal of Urban Economics at EconPapers:

<http://econpapers.repec.org/article/eeejuecon/>

Journal of Urban Economics - Vol. 53 (2003) p. 76-97

"A central question in urban and regional economies is whether people follow newly created jobs into regions or whether jobs follow newly arrived migrants... "-- (p. 76).

WHERE IS WORKFORCE HOUSING LOCATED?: A study of the geography of housing affordability / Crowe, David, [et al.] -- Washington, DC: National Association of Home Builders, 2004

Co-authored by: David Ledford, Paul Emrath, Elliot Eisenberg and Yingchun Liu

Includes: Case study of Sacramento MSA and affordability for teacher salaries to buy median home in that tract - (p. 6)

Also available for download at the World Wide Web:

<http://www.nahb.org/category.aspx?sectionID=784>

In a few of the largest U.S. metropolitan areas, virtually all homes are priced beyond the reach of households that rely on the salary of a teacher, police officer, nurse or person in retail sales. More common is a situation where some housing is priced in the range those households could afford, but that housing is restricted to particular sections of the metro area. In most large metro areas, people holding three of the important community infrastructure jobs - police officers, teachers, nurses – can afford homes in less than one-half of the census tracts.

JOBS-HOUSING SELECTED BIBLIOGRAPHY

WORKERS AHEAD: THE BALANCE BETWEEN JOBS AND HOUSING IN RIVERSIDE COUNTY

/ Western Riverside Council of Governments (WRCOG) -- [Riverside, CA]: WRCOG, [2003]

Funded through SCAG (Southern California Association of Governments)

Available full text via the World Wide Web:

<http://www.wrcog.cog.ca.us/publications/WORKERSAHEAD2.pdf>

The report provides commonly used definitions of jobs to housing imbalance, and examines WRCOG area growth in terms of historical trends that have earmarked growth generally in Southern California for decades. The consequences of these predictable growth patterns have been likewise predictable; the initial lag time involved before jobs follow housing, and the difficulty to provide transportation infrastructure commensurate with growth together result in considerable outbound a.m. Congestion to "jobs-rich" counties, and a reversed commute back home during the evening hours.

WORKFORCE HOUSING: Hometown crisis

/ Garretson, Con -- Marin, CA: Marin Independent Journal, 2002

Marin Independent Journal - (Jan. 23, 2002)

Special Sections four part series via World Wide Web:

<http://extras.marinij.com/special/workforce/>

Contents: Part I) Priced out of Marin -- Part II) Housing: Build it or pay -- Part III) The Battle over where -- Part IV) A Search for solutions

WORKFORCE HOUSING REWARD PROGRAM: Notice of Funding Availability and Program Guidelines

/ California, Department of Housing and Community Development -- [Sacramento, CA]: The Department - Division of Housing Policy Development, 2005 Program Year 2005 (May 2005)

Co-produced by: The Division of Legal Affairs - Jeff Slayton, Contributing staff

Summary: The Workforce Housing Reward (WFH) Program awards grant funds on a per-bedroom basis for each newly constructed residential unit affordable to very low- and low-income households. The WFH Program provides funds for capital asset projects that benefit the community and add to the community's quality of life. - (p. 1)

WORKING FAR FROM HOME: Transportation and welfare reform in the ten big states

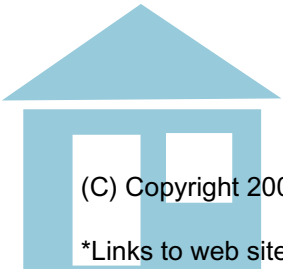
/ Waller, Margy; Hughes, Mark Alan -- Washington, DC: Progressive Policy Institute, 1999

Co-published by: Public/Private Ventures (Philadelphia, PA)

Also available full text via the World Wide Web:

http://www.ppionline.org/documents/far_from_home.pdf

Executive summary: "The blind spot is cars. In most cases, the shortest distance between a poor person and a job is along a line driven in a car. Prosperity in America has always been strongly related to *mobility* and poor people work hard for access to opportunities. For both the rural and inner-city poor, access means being able to reach the prosperous suburbs of our booming metropolitan economies, and mobility means having the private automobile necessary for the trip. The most important response to the policy challenge of job access for those leaving welfare is the continued expanded use of cars by low-income workers. Across the country, state and local decision makers are inventing new programs to do just that and devising new ways that public funds can help." – (p. 1)



Selected California Libraries Contact List

*California Department of Housing and Community Development
Housing Resource Center - HCD/HRC
1800 Third Street, Rm. 430, Sacramento, CA 95814
(916) 322-9648; mkauffma@hcd.ca.gov*

*California State Library - General Collection
Library and Courts Building, 914 Capital Mall, Rm. 300
Sacramento, CA 95814 - (916) 654-0261
<http://www.library.ca.gov/>*

*California State Library - Government Documents
Library and Courts Building, 914 Capital Mall, Rm. 304
Sacramento, CA 95814 - (916) 654-0069
<http://www.library.ca.gov/>*

*UC Berkeley - Environmental Design Library
Moffitt Library, 5th floor, UC Berkeley, 94720
(510) 642-4818; envi@library.berkeley.edu*

*UC Berkeley - Institute of Government Studies
Library, 109 Moses, UC Berkeley, 94720
(510) 642-1472; <http://www.lib.berkeley.edu/>*

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